

MUST STOP PAYING REBATES

ORDER TO RAILROADS AND STEAMSHIPS CARRYING SUGAR.

The Interstate Commerce Commission has decided that payments designated as "rebates" are rebates and therefore in violation of the Elkins Act.

WASHINGTON, Dec. 20.—That the New York Central, the Delaware, Lackawanna and Western the Lehigh Valley, the Erie, the Pennsylvania, the Central of New Jersey, the Philadelphia and Reading and the Baltimore and Ohio Railroad companies and the Ocean Steamship Company of Savannah, the Old Dominion Line, the Mailer Steamship Company, the Southern Pacific Company, the Atlantic Steamship Lines, the United States Transportation Company, the Hudson Transportation Company and the Clyde Steamship Lines are paying rebates to sugar refiners in New York City, Jersey City and Yonkers is the decision of the Interstate Commerce Commission, which has ordered that the payments must stop at once.

The payments which the commission designate as rebates are designated as "cartage allowances" by the carriers and amount to 2 cents per 100 pounds on shipments of sugar. The charge was made in the hearing that the allowances were the continuance of rebates originally given to New York refiners in an effort to discriminate against refiners in Philadelphia and was first paid in 1880.

The inquiry of the commission, which was initiated by Attorney John H. Marble, in charge of prosecutions for the commission, was based on complaints that carriers in New York and vicinity were paying to shippers "certain allowances" for the transfer of sugar from the factory or warehouse to the car, which may be in violation of law. Hearing and argument on the matter was held in June last.

Attorney Marble placed in the record an agreement between the Philadelphia Association of New York and the American Sugar Refining Company in 1888 wherein the latter agreed to divide among eleven carriers named a certain amount of sugar for shipment. That this product to be melted in New York and Philadelphia. "In consideration of this pooling and dividing the melting of the sugar in New York and Philadelphia the carriers agreed to pay a cartage allowance of 2 cents per 100 pounds." The report says.

Prior to 1908 the allowance was a rebate to equalize certain Philadelphia rebates in 1908 it was compensation for the maintenance of an unlawful pool. To-day it is the same allowance, but it is insisted that it is a new reason for its transfer.

In 1903, upon the passage of the Elkins act, with its penalties for violations of the act to regulate commerce, the railroads in the pooling agreements very generally ceased to pay the transfer allowance, holding the same to be unlawful. Thereupon the American Sugar Refining Company ceased to protect the pool percentages in its shipments of sugar, holding that the pool and the transfer allowance were related as cause and effect. The American Sugar Refining Company then resumed the rebate to the railroads and steamship companies and made retroactive for the shipments forwarded during the time of its discontinuance. Thereupon the American Sugar Refining Company again proceeded to protect pool percentages.

This allowance of 2 cents per 100 pounds on the commission says, is in addition to lighterage allowance. The report continues:

It appears from the testimony and is admitted in the brief filed on behalf of certain of the carriers that of the 1,300,000,000 pounds of sugar shipped in 1907 from the refineries at Brooklyn, Jersey City and Yonkers, upon which the allowance for cartage here considered was paid, only 70 per cent. can possibly be said to have been carried. That is to say, of the total amount of sugar shipped in 1907 from the refineries at Brooklyn, Jersey City and Yonkers, the sum of \$78,000 was paid upon shipments which were not carried but were received by the carriers at the shipper's door.

The carriers contended that as the allowances were published and paid to all refiners they could not be considered as rebates. They also challenged the jurisdiction of the commission to deal with the situation presented by these allowances. It was contended that the brief filed on behalf of Philadelphia refineries the statement was made that there is only one sugar refinery in New York that is without direct rail connection. It was contended that the amount allowed the refineries by the railroads and steamship companies for cartage and lighterage amounted to \$850,000 in 1907.

The process of drying up the refineries in Philadelphia has been going on for years, the commission was informed, "and unless equitable and normal allowances are restored and whether specifically natural to anticipate a dismantling of these refineries at no distant date."

The allowances were made to all nine refineries located in New York, Brooklyn, Jersey City and Edgewater, N. J. In conclusion the commission said:

The transfer allowance here considered is, by every test afforded by the law, a rebate. It seems to be given with a purpose of reducing the rates for transportation of sugar from New York, being called "transfer allowance" to conceal the fact that such reduction is made. It is not a payment for any actual service rendered to the carriers, and from every point of view, whether given on shipments from refineries only or on public generally, and whether specifically named in the tariffs or included in what is called a lighterage or cartage allowance, it is unlawful in and of itself.

FAVORS ROOT'S POLICY.

Will Continue to Develop Closer Relations With Central and South America.

WASHINGTON, Dec. 20.—William H. Taft has announced that the present policy of Secretary of State Elihu Root for the development of closer relations of comity and commerce between the United States and the republics of Central and South America will be continued during his Administration. In a letter to John Barrett, director of the International Bureau of American Republics, Mr. Taft says:

"I have always regarded the visit of Mr. Root to the Latin American republics and the other steps which he has taken to cultivate their good will and to increase as much as possible the extent of their commercial relations with this country as one of the most important branches of the policy of the Administration of Mr. Roosevelt.

"The wonderful material growth of the republics of South and Central America during the past decade, making it to a higher civilization fully justified, if any justification were needed, the special attention given by our State Department to the establishment of a firm bond of union with our southern neighbors. I rejoice greatly at the cordial manner in which they receive and reciprocate our advances.

"With respect to continuing the same policy toward Latin America, thus so happily entered on by Mr. Root and Mr. Roosevelt and shall count my Administration fortunate if further steps can be taken and measures adopted to secure a closer and mutually more beneficial commercial association and to awaken a greater international sympathy than even now obtains."

MORTGAGE LOANS.

On Manhattan Real Estate.

Low Fees.

MOOYER & MARSTON,
26 Exchange Place.

AN AMERICAN POMPEII.

Excavation of a Prehistoric Buried City at Casa Grande, Arizona.

WASHINGTON, Dec. 20.—An American Pompeii has been unearthed at Casa Grande, Ariz., according to the annual report of Secretary Charles D. Walcott of the Smithsonian Institution, just made public.

Secretary Walcott says that under a special appropriation by Congress Dr. J. Walter Pewkes made excavations of a prehistoric buried city at Casa Grande, near Florence, Ariz. The largest structure excavated during the year was a building 200 feet long, with 11 rooms, the massive walls enclosing a plaza. In the central room there is a seat called by the Pima Indians "the seat of Montezuma." The ruins were found to be very much more extensive than was expected, and their permanent preservation is of great archaeological importance. Dr. Pewkes was engaged for several months also in the work of excavation, preservation and repair of the cliff dwellings and other prehistoric ruins in the Mesa Verde National Park in Colorado.

The National Museum, which is a section of the Institution, received during the year more than 200,000 specimens relating to many branches of science. The most important in addition, the secretary says, was the American flag, nearly thirty feet square, which floated over Fort McHenry during the war of 1812 and which was the inspiration for the writing of the verses of the "Star Spangled Banner" by Francis Scott Key.

"Although the resources of the Institution proper," says Secretary Walcott, "are limited, the large grants for extensive explorations and investigations, as far as the income allows, is given in various lines of research work and it is sometimes found possible to discharge in expeditions likely to accomplish important results."

FOR KNOX'S SEAT IN SENATE.

James Francis Burke of Pittsburgh Announces His Candidacy.

WASHINGTON, Dec. 20.—Representative James Francis Burke of Pittsburgh to-night made the following announcement of his candidacy for the United States Senate to succeed Senator Knox, who will become Secretary of State in the Taft Cabinet:

"Encouraged by the many generous suggestions from my friends throughout the State of Pennsylvania, I have concluded to become a candidate for the United States Senate. In doing so, I realize in the fullest measure the great responsibility that will devolve upon any one who attempts, even in a modest way, to assume the duties which are now being discharged by the eminent ability of Senator Knox. I realize also that the honor of an office of this character lies not merely in acquiring it, but rather in fulfilling its functions and discharging its duties in a manner satisfactory to one's constituency and creditable to one's country."

The best information obtainable in Washington is that Mr. Burke's chances of succeeding Senator Knox are better than those of any other candidate.

WOULD SUCCEED KNOX.

Josiah Thompson, \$60,000,000 Coal Man, Enters the Senatorial Struggle.

UNIONTOWN, Pa., Dec. 20.—Josiah V. Thompson, the coal and coke man, whose fortune is said to be close to \$60,000,000, has thrown himself into the fight for United States Senator Knox's seat.

Mr. Thompson had a long conference with his political friends on Saturday afternoon and night and it was decided not to permit George T. Oliver, who appears to have been agreed on to succeed Knox, to get the place. The plan is to contest. To-day Mr. Thompson sent out about 100 letters to members of the Legislature. Many legislators have not committed themselves yet.

PIE GOW RAID IN DISGUISES.

Elizabeth Street Police Do a Little Massacre.

There was considerable merriment in the Elizabeth street police station last night when Acting Captain Harry Murray, dressed in the tongs of a chauffeur, walked in, followed by Detectives Ray and Cohen and Chinese coolies and a mechanic in jumper and cap. They had eleven wobegone looking Chinamen as prisoners.

Capt. McNally being absent on special leave, Acting Captain Murray decided to celebrate the event by raiding the gambling house at 12 Pell street. Being true detectives they got the disguises. They entered the house at 12 Pell street, went up stairs, climbed onto the roof and then across to No. 12. They went down to the third floor.

Detective-Mechanic Lynch knocked about telephone wires. Murray, Cohen and Ray made a concerted rush on the forty-four Chinamen in the room. In the center of the room stood a long, low table around which sat the Chinamen and upon which lay some money, buttons, dominos and all the other accessories of the pie game. The detective, who was charged with "keeping and maintaining" a gambling house and his ten patrons were charged with "aiding and abetting."

The Weather.

The area of low pressure which was passing over the Lake regions caused snow showers over northern New York and New England early yesterday morning, followed by cloudy weather elsewhere. It was fair except for scattered showers in Southern States.

The temperature was higher in the Atlantic States and lower in practically all other districts. It was below zero in the upper Mississippi Valley, the upper Lake region and in parts of the Rocky Mountain States and below freezing everywhere west of the Allegheny Mountains. The cold was moving rapidly into the Atlantic States.

In this city the weather was fair and warm; fresh breeze from west; average humidity, 52 per cent; barometer, corrected to read to sea level, at 8 A. M., 29.95; 3 P. M., 29.97.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table:

WASHINGTON FORECAST FOR TO-DAY AND TO-MORROW.

For eastern New York and New England, partly cloudy to-day and to-morrow, with probably rain or snow in northern portions, and moderate temperatures; fresh to strong westerly winds to-day.

For eastern Pennsylvania and New Jersey, partly cloudy to-day; fair to-morrow, with moderate temperatures; fresh to strong westerly winds to-day.

For the District of Columbia, Delaware, Maryland and Virginia, generally fair to-day and to-morrow, with moderate temperatures; fresh to strong westerly winds.

In this city, New York, rain or snow to-day; partly cloudy to-morrow, with snow near the Lakes.

For western Pennsylvania, partly cloudy to-day and to-morrow, with snow near the Lakes.

GUN LIKE HAIN'S TESTED

PRISONERS' BROTHER SEEKS TO HELP THORNTON'S CASE.

But Spring in Automatic Revolver Breaks and Little Except Major Hains' Marksmanship is Proved—Both Sides Say They Won't Call Mrs. Hains.

An attempt was made yesterday afternoon to pull off the much talked of test of a Colt's automatic pistol such as was used by Capt. Peter C. Hains in the killing of William E. Annis. The question of just how long a space of time the shooting occupied is of very great importance in the trial of T. Jenkins Hains, now in progress in Flushing, since in a large measure it will determine whether the alleged action of the defendant in drawing a revolver and holding the crowd back from him is really helped in the killing of Annis. Also it was expected that the firing that day took only one and three-tenths seconds, as the defense is inclined to argue, those witnesses for the prosecution who have sworn to seeing and doing many things while the shooting was going on to some extent will be discredited. It is possible that Major Hains will be called to testify as an expert with small arms.

The test was to have been made to-day in the presence of Mr. McIntyre, chief counsel for the defense, who was eager to see for himself just what a pistol of that sort could do. But since the only nearly practicable place for the test seemed to be in the gallery at Schuylker Park, Asa Lewis, who was engaged for several months also in the work of excavation, preservation and repair of the cliff dwellings and other prehistoric ruins in the Mesa Verde National Park in Colorado.

Several persons got together to watch the proceedings. Major Hains first used the weapon as an ordinary pistol and put four .45 calibre bullets on top of one another in the timber target at a distance of fifteen feet, thus proving at least his own marksmanship. Then he reloaded and began the automatic test. Five shots had been fired when aspring snapped inside the gun and the test had to be postponed until the makers had a chance to fix things.

The five shots took one and three-tenths seconds, according to a lawyer. Young's stopwatch, but the Major said that with a normally strong spring this time would be considerably bettered. Another test will be held some time this week.

The chief excitement yesterday among the army of Hains correspondents was caused by Boston despatches that Mrs. Claudia Liberty Hains had left Winthrop on Saturday night for New York and that she would be called as a witness by District Attorney Darin. Mr. Darin last night said that he did not expect her to attend the trial and that certainly she would not be called by the prosecution. John McIntyre was equally certain that the case would be tried by the defense, so the present chances of her telling her story on the witness stand appear to be very slim indeed.

The plan to get the truth of Thornton Hains over by Christmas also seems to have struck a bad snag. The prosecution so far has occupied three full days, and Mr. Darin said last night that he had "any number of witnesses" yet to present.

"Not even a beginning yet has been made in the presentation of the People's case," Mr. Darin said. "Our strongest testimony is yet to come, and there is a great deal of it. I cannot tell how long it will take to put in this testimony, as I cannot tell how much time Mr. McIntyre will take in cross-examination of the witnesses."

In reply to what he regards as criticism of his conduct of the case Mr. Darin had this to say:

"I am endeavoring and shall continue to endeavor to conduct the People's case in a quiet, orderly, decent, proper way. I have no word to withdraw of those I have said and do not wish to come and visit. I shall ask no improper or indecent question, and I shall try in no way to influence popular opinion against the defendant. Altogether there seems to be more than a possibility of breaking the case down in the new year and the term of Mr. Darin's successor. It is probable that in that event Mr. Darin will be retained as special counsel to complete the trial."

CARDINAL LECOT DEAD.

Opposed Election of Pius X.—Would Have Yielded to French Separation Law.

Special Cable Despatch to THE SUN.

PARIS, Dec. 20.—Cardinal LeCot, Archbishop of Bordeaux, who died yesterday at the age of 77 years, was announced, was the leader of that section of the Church which welcomed Leo XIII's recommendation to the French clergy and Catholics to cease all attacks upon the republican Government.

He supported Cardinal Rampolla's candidature for the Papacy until the last moment. During the conclave Cardinal LeCot sat next to the then Cardinal Sartorius, whom he addressed in French. On the latter making a sign that he did not understand him Cardinal LeCot said in Latin: "Then you never will be Pope."

After the passage of the separation law in France Cardinal LeCot always advocated the acceptance of the law. He was a strong supporter of the French Republic in terms for a modus vivendi, which the Pope rejected. He was created a Cardinal in 1893.

SPERRY ON BRITISH GOOD WILL.

Cruise, Admiral Says, May Yield English Navalies in Friendship.

Special Cable Despatch to THE SUN.

COLOMBO, Ceylon, Dec. 21.—Previous to the sailing of the American battleship fleet from this port yesterday on its voyage to Suez Rear Admiral Sperry issued a farewell message. Among other things he said:

"The greatest benefit of our cruise is the appreciation we have gained of the unvarying good will of Great Britain. There is the happiest prospect of welding the English fleet and ours in a friendship of common interests."

BANK STAFF WORKS SUNDAY.

Getting Everything Shipshape in National City's New Quarters.

The staff of the National City Bank put in all day yesterday straightening up the bank's new home in the remodelled Custom House in Wall street.

The biggest job Assistant Cashier G. E. Gregory, who boomed the work yesterday, had to attend to was proving the securities. Even in moving across a narrow street there was the possibility that a batch of securities might have gone astray, so Mr. Gregory and his staff had to take an inventory. It was a job that used up all the day. Nothing was missing. The last of the little jobs, filling the inkwells and sweeping up every scrap of waste paper and particle of dust, was not completed until after midnight.

CALIFORNIA-MEXICO.

All Series of First-Class Personally Escorted All-Expense Tours from twenty-one to fifty-three days' duration, have been arranged by the Chicago Union Pacific and the Northern Pacific.

For the District of Columbia, Delaware, Maryland and Virginia, generally fair to-day and to-morrow, with moderate temperatures; fresh to strong westerly winds.

In this city, New York, rain or snow to-day; partly cloudy to-morrow, with snow near the Lakes.

For western Pennsylvania, partly cloudy to-day and to-morrow, with snow near the Lakes.

G.S. Nicholas & Co.

41 & 43 Beaver Street NEW YORK

Imported Cigars

of quality from the

Independent Factories

of Havana in packings

especially prepared

for the Holidays.

PRICE LIST MAILED ON REQUEST

READY FOR GENERAL STRIKE

LIVERY STABLE MEN EXPECT ALL MEN TO GO OUT.

Police Asked to Help in Keeping Order and Strike Breakers Are Ready—Employers Say the Drivers Have No Demand But Recognition of Union.

The members of the Livery Stable Keepers Association began to arrange yesterday for a general strike of the coach drivers to-day. Since the Liberty Dawn Association three weeks ago voted in favor of a strike the members of the association have been making preparations and have been in touch with the Police Department. Reserves were in readiness at all the police stations yesterday to be called out in case the Liberty Dawn Association made the strike general. A supply of strike breakers is ready for any emergency.

Police Commissioner Bingham has given instructions to the police to act promptly on the first indications of disorder. The Liberty Dawn Association held a meeting last night lasting from 5 till 12:30 at the headquarters of the later organization, Eighth avenue and Eighteenth street. No agreement could be reached in the deliberations of the meeting and a committee of twenty-eight was appointed which held an all night session. Officers of the Liberty Dawn declared last night that in all probability a strike would be declared at 7 o'clock this morning involving between two and three thousand men and including teamsters and chauffeurs from twenty-eight stables.

Chairman Naughton of the executive committee of the employers said: "The demands which the strikers say they are making and for which they say they struck in the Moulton and Hall stables represent the conditions under which they have been working for three years, and under which they were satisfied to work. We had arrived at the point where everything was agreed to except the demand for the chauffeurs that they should be paid \$2.50 a day. We could not as an association make an agreement with the chauffeurs, but we agreed to recommend that the chauffeurs be paid these wages by the few employers in the association who have automobile services."

"This was satisfactory, but the representatives of the union made a demand for the closed shop which we would not agree to and the negotiations were broken off. The men in our establishment and in all the establishments know perfectly well that they will all be kept if they refuse to work. The same effect will be applied to all the livery stable keepers in the association. There are only 10 per cent. of the men employed now who were employed yesterday. All day long strike breakers were calling and registering at his office."

"Whether there is a general strike or not, very few of the men will strike to the end, if we have to go out of business. We have treated our men well, as they admit themselves. They admitted before the strike took place that they were perfectly satisfied with the conditions under which they were working and that they gave more allegiance to the union which throws them out of work than to the employers who provide them with work."

A special meeting of the Livery Stable Keepers Association has been called for this afternoon. What will be transacted then will depend on whether or not a general strike goes on, most of today. There was a rumor that in case the general strike took place to-day a general lockout will take place, until the men come back and agree to the closed shop under unconditionally. None of the livery stable keepers, however, would say positively that this was to be the programme.

It was admitted by the officers of the union yesterday that the split with the Livery Stable Keepers Association took place over the question of the open or closed shop. A member of the executive committee said that the split with the union rules meant that a union closed its books against all new members. The union had no intention of doing. He has asked if the demand for a closed shop is a strike or a lockout, and he said that a strictly union shop as opposed to the open shop.

"That is about the size of it," he said. "We want the employment of only union men, and we will take any one into the union in all the stables."

James A. Waddell of the firm of Waddell & Mahon of 1133 Broadway, who have a contract with the Livery Stable Keepers Association to supply the strike breakers, said last night that he had received information which led him to believe that the Liberty Dawn Association would attempt to involve the chauffeurs of the New York Taxicab Company and of the New York Transportation Company in a sympathetic strike. As far as the red taxicab drivers are concerned, Mr. Waddell said that he believed the attempt to get the employees to walk out would fail. "Of the 350 strike breakers we put in there yesterday, the last trouble," said Mr. Waddell, "275 are still in the employ of the company. These men are not unionized and will stick by their jobs. Richard W. Mead, president of the New York Transportation Company, has assured me that he wasn't worried."

Aid for D. & R. G. Strikers Asked. President Compters of the American Federation of Labor sent a letter yesterday in circular form to the officers and members of all the affiliated unions which was read at the meeting of the Central Federated Union asking for aid for the men on strike in the shops of the Denver and Rio Grande Railroad Company. The strike has been in progress since March 16 last and affects the machinists, boiler-makers, blacksmiths, apprentices and helpers.

The executive committee was instructed to make a recommendation on the matter next Sunday.

COUNSEL DISPUTE BIGGINS

SAY BROOKLYN BANK COUNSEL ACCUSES WRONGLY.

His Charges "Scurrilous and Somewhat Untrue." Church Declares—Swanstrom Denies He Got More Pay Than Law Allows—Higgins Retorts.

Charles M. Higgins, whose application made before Supreme Court Justice Betts at Kingston, N. Y., on Saturday asked for his final discharge as receiver of the Brooklyn Bank and a cancellation of his bond and for a review of the order heretofore granted fixing the fees of receivers and counsel, which he considered excessive, said yesterday that the affidavit covered the case fully and that there is little to add. Mr. Higgins had stated in the document that he be returned \$4,000 of the \$15,000 received by him as co-receiver fees. Bryn Habsbrack of New Paltz was the other receiver and J. Edward Swanstrom and James C. Church the counsel for the receivers.

Higgins's application asked that the Court review payments made to the two receivers and their counsel and require that illegal and excessive fees be returned to the bank. He stated that the receivers were paid and accepted \$11,584.60 more than the legal limit. According to the document the counsel were to perform all work necessary for a period of twelve months for \$14,000, but in case the contract or receivership should terminate sooner their fees were to be proportionately less. He said the counsel accepted a fee of \$23,000. The Brooklyn Bank suspended in October, 1907, and resumed eight months later.

Mr. Higgins said yesterday that the matter was an old story in Brooklyn. He had kept the public and the depositors thoroughly informed as to the progress of the case by special and repeated announcements in the newspapers. He now awaited final action by the Court.

"There may be a question about the proper fees for the receivers," said Mr. Higgins. "I do not think it is fair to put the gross in addition to a 2 1/2 per cent. salary. I personally think 2 1/2 per cent. without anything added ought to be the maximum limit. There was no question about the fees paid to the counsel. The amount paid to them was clearly illegal. The depositors of the bank understood the situation and passed resolutions denouncing the fees."

He said that the attorneys had been instructed by him to call the attention of the court to the proper fee, but they neglected or disregarded the instructions and permitted the Court to believe that they were entitled to more than the law allowed them. Mr. Higgins said that he also called the matter to the attention of the Attorney-General, but the latter did not act and the bank was permitted to pay an excessive fee.

James C. Church said that he had been asked by Higgins to make an application for discharge for several weeks. He thoroughly agreed with Mr. Higgins as far as that was concerned.

"I do not understand, however, what Mr. Higgins means when he asks for a review," Mr. Church said. "I view that part of it with more or less amusement and believe inasmuch as our proceedings have been before the public that little will come of it. With regard to the rest of the affidavit I have very little to say. It is really not of enough consequence to file a motion to be heard on until Friday morning. Such short notice, he thought, was illegal."

Mr. Swanstrom said that he did not get a notice of the motion until after he got no notice of the proceedings at Kingston, he said.

WORKERS AND TUBERCULOSIS. Second Meeting of Union Men at the Natural History Museum.

The second labor day in connection with the tuberculosis exhibit at the Museum of Natural History was celebrated yesterday afternoon by a mass meeting in the assembly hall of the museum under the auspices of the Brooklyn Central Labor Union.

Before the meeting began the customary Sunday throng began to pour into the building and again the demonstrations had to be stopped because of the jam of people in the corridors.

The United Brotherhood of Carpenters and Joiners of America presided at the meeting in the assembly hall.

The first speaker was Dr. L. Williams of the Vanderbilt Clinic, who pointed out that a warfare against tuberculosis was necessary in the interests of the workers and that the labor organizations had a duty before them because they could control the conditions of the work.

Dr. Williams said that the tuberculosis committee of the Charity Organization Society in its work. Business Agent Joseph Flynn of Local 12 of the International Union of Metal Polishers and Buffers said that the metal polishing trade furnished more than the usual number of victims to the disease. He said that nothing would be left undone by the union to trade to cooperate with the Charity Organization Society or with any other body of citizens fighting the disease.

PANIC HURT ORPHAN ASYLUM.

Hebrew Charity in Brooklyn Reports Failing Receipts—Officers Elected.

The Hebrew Orphans Asylum Society of Brooklyn met yesterday in the asylum building at Ralph avenue and Pacific street and elected officers for the ensuing year. Herman F. Rothschild was elected president to succeed Abraham Abraham, who has been acting since the resignation of Moses May, several months ago. Frank Penlague was elected vice-president and Moses Harris treasurer.

A review of the year's work showed that 381 children had been cared for, an increase of 45 over the year preceding. This in the face of a decided falling off in the number of children in the orphanage. The fund for the year was \$124,000. The society intends to make it \$200,000.

Seven Lawyers to Prosecute H. Clay Pierce.

AUSTIN, Tex., Dec. 20.—Gov. Campbell has employed four more lawyers to aid State's Attorney James H. Hamilton in prosecuting H. Clay Pierce, head of the Waterbury Cattle Company, who is under indictment here for false swearing. The four are W. P. McLean and T. H. Carlock of Fort Worth and Charles H. Jenkins and J. C. Cartney of Brownsville. Mr. Hamilton's other assistants are Assistant Attorney-General J. P. Lightfoot and Felix J. McCord. The case will be tried in March.

FOR CHRISTMAS GIFTS Buy "Miller" Gas, Electric or Oil Lamps They combine the best of all and are the most useful and economical of all.

Edward Miller & Co., 80 Warren St., New York City.

Save this card.

SLAPPED BY 60 FOOT WAVES

CAMPANIA AND LA PROVENCE SHOOK UP PASSENGERS.

Not One in Seven Came to Meals—Both Had Dinner on Deck—British Cruiser Never Missed Grid File Coast.

All passengers who arrived yesterday by the belated Cunarder Campania and the French crack La Provence were more or less afflicted with the hysteria of the hurricane. Not more than one in seven of each ship's company reported for meals, so what the liners lost in coal they made up in saved provisions.

The purser of the Provence reported at quarantine that the biggest waves were 70 feet high. Some of the passengers declared that the purser was without a proper sea imagination, and that the greatest height attained by the highest combers was not less than 170 feet. Capt. Poncelet, who has been crossing the ocean a long time, said that he would not exaggerate, and that really the biggest waves that boarded him were 60 feet tall.

There is no authentic record of any taller than that. Naturally the space between waves of such altitude is longer by several times than the ship, and the navigators had a chance to dodge. But La Provence shipped a few big gray backs, one of which curled up the after part of the heavy steel hatch coverings as if it had been just tin.

A lofty invader of the upper deck of the Campania carried away the hull forward and knocked out the bridge superstructure.

Only twelve persons reported for meals in all the seven stormy days in the account of the Campania, and the chief cause of these was the biggest British grenadier who has ever crossed the sea in a steel screw ship. He is to be the first "commissionnaire," like the sort that may be seen at the entrance of British clubs, to open the carriage and auto doors, that New York will have the honor of patronizing for the next three months.

Many copies of the Queen's book, sold for the benefit of the London Hospital, were bought by passengers on the Campania. The tempestuous weather put a check on the ambition to hold a concert on the night before the liner got to port, and the charitable impulses of the passengers were relieved by purchasing the book, which is made up of facsimiles of photographs taken by Queen Alexandra and the British Royal Family. Among the pictures are those of all the royal family and places in which royalty is interested.

It is said that 50,000 copies of the book have been printed and that 40,000 were subscribed for before the publication. This left available only 10,000 for the sale of the Queen and folks who wanted to buy a copy in London. The British authors have grumbled about the Queen's book lowering the sales of their own Christmas productions.

The Campania brought 3,216 bags of Christmas mail and 200,000 packages. Among her passengers were Harry Chalmers, A. S. Chesbrough, George S. Eastwick, George J. Ryan, Prof. Monahan, Norman D. Farnham and Mrs. A. Mersyth Whitlock. Aboard the French liner Provence were Mrs. Henry Clegg, John T. Burke, Theodore Haviland and Mrs. William God